

**P-04-363 Town Centre Improvement Scheme for Fishguard-  
Correspondence from the petitioner to the Committee,  
21.06.2013**

**I have enclosed two documents for presentation to the committee.**

**Both of these were supplied by the County Councillor for Fishguard North West Pat Davies.**

**They clearly show that the proposed scheme is part of SWWITCH RTP programme pool. The minutes of this meeting on 07/12/12 specifically mention this scheme.**

**The second document outlines the details of the scheme on the SWWITCH entry form.**

**The first document attached is 5 pages long and the second is 4 pages long and I would be grateful if you could confirm that it has been received safely.**

**The County Council have recently purchased the Ship & Anchor public house to enable this scheme to go ahead. This building is key to the relief road.**

**In addition in respect of Vibrant Communities I received the following response from Pembrokeshire County Council:**

Dear Cllr Kilmister

We are responding to the Welsh Government's Vibrant and Viable Places regeneration framework call for submissions – see recommendation in the final report on Town Centres in last week's Economy Overview and Scrutiny Committee agenda.

The process has been challenging for a number of reasons - (i) the guidance was produced late, (ii) the original proposal to create a regional structure to coordinate and assess bids was dropped at the last minute, (iii) critically, the Minister responsible for promoting this (new) regeneration policy and funding stream – Huw Lewis – was replaced after the framework had been agreed by Carl Sargeant; (iv) as a consequence of the change in Minister, the focus of the new Vibrant and Viable regeneration framework has changed radically – and in the last two weeks - so that submissions must now be 'housing led', in addition to all the other requirements e.g. linked to Communities First areas, deliver economic, learning and health outcomes etc etc

In addition to the above, submissions have to be made by local partnerships as opposed to the local authority.

Having assessed our town centres against the published criteria it is clear that Haverfordwest and the Haven Towns score highest. The new focus on housing led regeneration projects underlines and strengthens this conclusion.

I have, however, picked up the reference in Edwina Hart's recent letter to the Vibrant and Viable funding stream as a possible source of funding for the link road in Fishguard, and we will make contact with civil servants to ascertain whether this is a specific reference to discussions that Ministers i.e Edwina Hart and Carl Sargeant, have had, or whether it was just a general reference to the possibility.

**I hope the Petitions Committee finds this information useful.**

**Kind regards  
Bob**

# Agenda Item 2

SWWITCH Joint Committee Meeting – 7<sup>th</sup> December 2012

Minutes of the Meeting of the SWWITCH Joint Committee - held at County Hall,  
Haverfordwest on Friday 7 September 2012

**PRESENT:** Councillor Robert Lewis (Chair) presided

**Voting Councillors:**

Colin Evans - Carmarthenshire County Council  
June Burtonshaw - City and County of Swansea  
Sandra Miller - Neath Port Talbot County Borough Council

**Non Voting Councillors:**

Ken Rowlands - Pembrokeshire County Council  
Paul Lloyd - City and County of Swansea  
Ted Latham - Neath Port Talbot County Borough Council

**Partners:**

John Pockett - CPT and First Great Western  
Geraint Morgan - Arriva Trains Wales  
Gareth Stevens - First Group  
Kevin Hart - First Cymru Buses  
Fraser Arnott - Sustrans Cymru  
Richard Crawshaw - SWWEF  
Margaret Everson - Bus Users UK

**Officers:**

Ian Westley - Pembrokeshire County Council  
Ceri Rees - Pembrokeshire County Council  
David Griffiths - Neath Port Talbot County Borough Council  
Reena Owen - City and County of Swansea  
Cath Swain - City and County of Swansea  
Richard Workman - Carmarthenshire County Council  
Steve Pilliner - Carmarthenshire County Council  
Sue Miles - SWWITCH Co-ordinator  
Marcus Judd - SWWITCH  
Richard Watkins - SWWITCH  
Jeremy Parkhouse - City and County of Swansea

**Also Present:**

Gary Draisey - Network Rail

1. **WELCOME**

The Chair welcomed all attendees to the County Hall, Haverfordwest and commenced proceedings.

2. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Paul Meara - City and County of Swansea, John Flower - Neath Port Talbot County Borough Council, Ben George - City and County of Swansea, David Beer - Passenger Focus, Tomi Jones - Community Transport Association and Tim Peppin - Welsh Local Government Association.

3. **MINUTES**

**RESOLVED** that the Minutes of the SWWITCH Joint Committee meeting held on 29 June 2012 be accepted as a correct record.

## **SWWITCH Joint Committee Meeting – 7<sup>th</sup> December 2012**

- With effect from April 2013, the grant will be split into two streams; subsidised service support and commercial service support (former BSOG payments for commercial services only). The Consortia will need to determine the amount for each pot based on their own priorities;
- £1.6 million of the total funding pot would need to be spent on community transport type operations;
- The Consortia will need to look at the bus network in the region and determine what network should be provided;
- Consortia will be expected to consult with the bus operators and other key stakeholders as part of this process;
- During the course of 2013, longer term proposals will need to continue to be worked by the Technical Group;
- The Consortia will continue to invest in capital improvements for any infrastructure through RTP grant and also explore other funding streams.

The representative organisations of the Technical Group must submit final comments on the draft paper for presentation to the Steering Group in September for approval before being considered by the Minister. Timescales were tight and challenging and while the current proposals were in draft form and there were a number of matters to be resolved, the proposals represented a profound change which have implications for the provision of bus services in Wales and the nature of decision making for Local Government and Consortia.

Concern was expressed in relation to rural services, challenging timescales and governance issues in relation to Consortia.

### **RESOLVED** that:

- (1) the continued engagement of Officers in the Steering and Technical Groups be approved;
- (2) each Local Authority starts to consider the implications of the proposed changes;
- (3) a further update report be brought to the next Joint Committee meeting or a special meeting be organised as necessary.

## **8. 2012/13 PROGRAMME MANAGEMENT**

Richard Workman, Carmarthenshire County Council reported on the 2012/13 Programme Management which provided an update on the delivery of the RTP and RSG programmes to date and sought approval for new project entries to the RTP programme pool while also discussing potential changes to the RTP grant system in future years.

Reference was made to the RTP spend and it was outlined that at the first meeting of the current financial year, SWWITCH performance against profile was good. The delivery plan had set out a total regional spend for Quarter 1 of the financial year of £430,000 and had actually spent £391,000 (91% of the profile). SWWITCH was well placed in terms of all the Consortia with the Mid Wales and South East Wales Consortia having spent 26% and 50% of their profiles. However, whilst the SWWITCH regional picture was good, this masked some real discrepancies between Councils, with some delivering and spending ahead of profile and others dealing with barriers to project delivery and spend.

## SWWITCH Joint Committee Meeting – 7<sup>th</sup> December 2012

It was added that at the last SWWITCH Programme Management Group meeting in August, delivery and performance against spend profile had slipped with only 68% of profile spend being achieved. The Programme Management Group was now focussed on these projects where barriers to delivery had arisen or where spend had fallen behind profile with a view to overcoming barriers or at least mitigating risks to the overall SWWITCH performance. The Programme Management Group had the delegated authority to move monies (up to £250,000 per project) between projects from those where there was no reasonable expectation of complete delivery within the financial year to those projects which can absorb further spend in the year. It was proposed that a further report be considered at the next Joint Committee which detailed progress on the 2012/13 delivery and confirming any requirements undertaken to the programme.

Reference was made to the RSG spend and it was outlined that the SWWITCH delivery plan secured £934,000 of RSG capital and £584,000 of RSG revenue for 2012/13. While capital projects were location specific and managed and delivered by each Council, the revenue projects were different. RSG revenue was used to provide education and training to encourage safe behaviour on and around roads and also to publicise particular campaigns, for example targeting motorcyclists.

At recent SWWITCH Programme Management Group meetings there has been some concern that RSG capital projects were slipping behind on delivery. This appeared to be related to the process of carrying out local consultation on schemes. The Programme Management Group favoured earlier consultation in order to allow schemes to be agreed and delivered earlier in the financial year. It was proposed that for each forthcoming financial year, the RSG capital grant be top sliced by 10% to allow outline designs to be developed and early consultation to be carried out on schemes to be delivered in the following financial year. The benefits and drawbacks to this approach were outlined.

Three new projects had been reported to the Programme Management Group as part of the RTP Programme pool and included:

- Fishguard Town Centre Access Improvements;
- Swansea Vale Stadium Park and Ride;
- Towy Vale Transport Corridor Concept.

In addition, the whole RTP Programme would need to be reviewed to assess whether any existing pool projects had been completed or had changed in scope or scale. It was stated that at the July meeting of the All Wales Programme Management Group, Welsh Government informed Consortia that current indications were that funding streams for RTP and RSG delivery will continue to fall by 5-10% year on year for the next three years. Therefore proposals suggested by the All Wales Programme Management Group included:

- The RTP and RSG grants should be allocated to Consortia forced Councils and not individual Councils, albeit in response to a delivery plan set out which projects would be delivered;
- This would mean only one set of financial and progress forms would be needed each month and these could be completed by Consortia (relying on Local Authority input) and it would also allow more flexibility to move allocation to address any problems that arise with individual projects;

## **SWWITCH Joint Committee Meeting – 7<sup>th</sup> December 2012**

- The Welsh Government should move towards a three year rolling programme of funding where the first year is guaranteed, the second is indicative allocation with at least 60% guaranteed and the third year indicative with a lower percentage guaranteed. The Consortia see it as the first step to moving away from annual funding and all the pressures it creates.

It was added that the Welsh Government were generally supportive of moving towards regional pots of funding. It is in line with the ethos of Consortia, their collaboration agenda and also mirrors current proposals for bus service funding. However, this does represent a fundamental change to the RTP grant process and would need Joint Committee approval in principle in the first instance.

### **RESOLVED that:**

- (1) the RTP Programme spend to date be noted and a further report be considered at the next meeting detailing steps taken to bring spend and delivery back on profile;
- (2) the top slicing of 10% of the road safety capital grant funding for future years to allow consultations on outline designs for the following years to be undertaken be approved;
- (3) the inclusion of the three new projects into the RTP Programme pool be approved;
- (4) approval "in principle" to a move towards a regional pot for RTP and RSG allocations in future years be agreed.

### **9. ANNUAL PROGRESS REPORT 2011/12**

Sue Miles, SWWITCH Co-ordinator reported that the Welsh Government had issued guidance to Consortia on submission of the 2011/12 Annual Progress Report and a copy was attached at Appendix A to the report. The deadline for submission of the Annual Progress Report was 30 September 2012 with a Welsh translation required by 30 October 2012.

The Annual Progress Report guidance differs very little from that issued for 2010/11. A major change was that road safety spend (capital and revenue) was now to be included in the progress report (as road safety bids were allocated via Consortia for the first time in 2011/12).

Changes to the guidance were highlighted and it was proposed that the 2010/11 SWWITCH Annual Progress Report be used as the template for the 2011/12 submission, allowing for adjustments as required. It was added that as the submission date for the Annual Progress Report was prior to the next Joint Committee meeting. It was proposed that it be delegated to the SWWITCH Management Group meeting on 28 September 2012 for approval for submission by the end of September.

### **RESOLVED that:**

- (1) the requirement to submit an Annual Progress Report on the RTP for 2011/12 be noted;
- (2) the proposed format for the report be approved;
- (3) responsibility to approve the final version of the Annual Progress Report be delegated to the SWWITCH Management Group.

### SWITCH New Scheme Entry Form

Scheme Name	Fishguard Town Centre Access Improvements (formerly the 'Chimneys Link' Project)
Local Authority area/s	Pembrokeshire
Local Authority contact	Ceri Rees
Type of Scheme (RTP programme classification)	Transport Interchange Sustainable & Healthy Travel Economic Regeneration Infrastructure
Total estimated cost (£k)	£1.5million
Total RTP requirement (£k)	
Preparatory works requirement (£k)	£75k
Timescale for Delivery	2013/14 – 2014/15

**Outline of Scheme :**

From at least as far back as 2003 when consultation commenced on the Fishguard Traffic & Transportation Study, local organisations and representatives have been expressing concerns about the high accident rate between West Street and High Street, inadequate pedestrian footways and cycleways together with problems of traffic movement and parking in Fishguard town centre.

The recent relocation of Fishguard Junior School to new premises away from the town centre has presented an opportunity to provide a link road from High Street to West Street, Fishguard to enable a new gyratory system to be provided. This will enable improvements to be made to town centre's pedestrian facilities, provide a new bus focal point and interchange and encourage sustainable transport choices (walking & cycling) for local trips.

This gyratory system is a proposal first made in the Fishguard Traffic Study which received support during the public consultation.

Preparatory Works funding is required for surveys and site investigation work and the preparation of a preliminary design.

**Which RTP objectives, Long Term Strategy elements, Policies will the scheme support (Reasons for the Scheme)?**

- Obj. 1 To improve access for all to a wide range of services & facilities
- Obj. 2 To improve the sustainability of transport
- Obj. 3 To improve the efficiency and reliability of the movement of people
- Obj. 4 To improve integration between modes of transport
- Obj. 5 To make a positive contribution to improving air quality
- Obj. 7 To improve road safety in South West Wales

**RTP Long-Term Strategy elements:**

- Promoting integration
- Improving strategic bus corridors
- Promoting integration
- Improving safety in transport
- Improving linkages between key settlements

**RTP policies:** E1, E2, IT1, IT4, IT5, IT6, KS1, KS2, KS3, KS4, SS1, SS3

**What other options for addressing Reasons have you examined (Options)?**

The Fishguard Traffic and Transportation Exhibition (2005) presented a number of proposals for consideration with a report on the conclusions of the public consultation and exhibition produced in January 2006 (report available for information).

**What other strategic aims will the scheme support (Wales spatial Plan, Climate change, Low Carbon Wales etc)?**

- Pembrokeshire Town Centre Regeneration Initiative.
- Fishguard Safe Routes & Communities Project
- Creating better public transport links to Fishguard & Goodwick Rail Station and to the Haverfordwest Sustainable Travel Centre Project
- Supports WG's extension of the TrawsCymru network along the Haverfordwest to Cardigan bus corridor
- Provide an opportunity to complete a section of NCN in Fishguard
- Low Carbon Wales - by providing infrastructure needed to enable smarter choices
- Wales Spatial Plan - supports sustainable development of Fishguard town centre, identified as a primary key settlement in the WSP
- Walking & Cycling Strategy for Wales – by encouraging walking & cycling and ensuring both modes are means of accessing public transport
- WG Town Centre Regeneration Initiative supporting the creation of vibrant town centres together with the WG Strategic Framework for Economic Development

**Who have you involved in discussions on this scheme to date and what are key messages emerging**

Welsh Government  
Local Members  
Public Consultation (2005/2006)

In terms of the Fishguard Traffic and Transportation Exhibition (2005), the proposal to improve pedestrian footways on West Street and High Street received good support. A one-way southbound system was the most favoured option to achieve this end.

Local Members together with Town Council representatives have continued to press for network, pedestrian footway and public transport infrastructure

improvements.

Scheme proposals and technical details have been discussed with WG Officers. The feedback from those discussions suggested that the project needs to be identified in the RTP project pool before WG can consider funding the scheme.

**What are key benefits to and risks of the scheme (Risks and Benefits)?**

**Key Benefits**

- Improvements to pedestrian facilities including widening of footways along West and High Street
- Result in an overall reduction in traffic congestion through the centre of Fishguard by eliminating opposing vehicular movements along existing narrow streets
- A new bus focal point and interchange facility located in the town centre together with enhancements to existing stops to encourage and promote the use of public transport
- Circuitous routes for motor vehicles will encourage sustainable transport choices for short journeys and walking/cycling for local trips to the town centre.
- Allows improvements to the network such as additional crossing points and dropping off bays
- Fishguard Western Bypass would be better utilised.
- Will help facilitate the re-development of the Junior School site
- Provide an opportunity to complete a section in the NCN

**Risks**

- The Council owns the vast majority of the land required for the scheme however a small area of additional land will have to be purchased
- Planning permission will be required
- Project delivery will require WG funding

**Does the scheme conflict with any existing RTP/LA scheme project?**

No

**What potential sources of funding have you identified aside from the RTP?**

WG has indicated that regeneration funding may be available for the project. However, WG has stipulated that the project has to be identified in the RTP project pool for it to be considered for WG funding.

**Have you completed a WelTAG stage 1 assessment (attach copy if available)?**

Much of the scheme development pre-dates the WelTAG process. Nevertheless an options appraisal study was undertaken at the time of the Fishguard Traffic Study but not in accordance with WelTAG procedures.



Are there any further comments you wish to add in support of this scheme?

**SWWITCH Checklist**

OWG discussion	
Draft NSE provided	
Final NSE provided	
PMG discussion	
Date to MG	
Date to JC	